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CENTRAL INTELLIGENCE AGENCY

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REPORT SHAGE, DELAYS IN RAILROAD OPERATIONS

NORTH DONETS LOCOMOTIVE OPERATIONS POOR -- Gudok, No 120, 7 Oct 49

The North Dorsets Railroad System held a meeting on 30 August to consider the question of train movements. At the meeting many shortcomings were uncovered and suggestions were made to improve locomotive operations. Twenty days later the system issued a directive concerning the improvement of locomotive operations. However, the directive suffered from a lack of concreteness. Nothing was said about the plan, also discussed at the meeting, for smooth operations to be set up on the system on the basis of station and division plans. The inadequacy of the directive is felt throughout the system, where about 60 percent of all the locomotives in service have been transferred to the condensed schedule.

If locomotive turnaround were to achieve the figure provided for, average daily distance traveled per locomotive on the system as a whole would be 58 kilometers higher than the norm now in force, and the locomotive park could be reduced by at least 38 engines. However, the system has not only failed to put any locomotives in reserve, but has increased the locomotive park in some depots. The reserves normally created by the condensed schedule are not being realized. Locomotives are being delayed without reason. During the second 10 days of September 14,000 locomotive-hours were lost, and the total delay of freight trains during September amounted to 12,000 hours.

NO LONG DAILY RUNS ON TRANSCAUCASUS SYSTEM -- Gudok, No 120, 7 Oct 49

The Transcaucasus Railroad System is making little effort to achieve average daily locomotive runs of 500 kilometers. Locomotives are delayed at control posts and intermediate stations, and because of unprepared trains and inefficient organization of shunting operations. Little is being done to implement the condensed schedule for locomotive operations. The locomotive park was 20 percent above the norm in September.

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FLOUR SHIPMENTS SNARLED ---Gudok, No 120, 7 Oct 49

Planning by the local "Zagotzerno" offices of flour shipments on the systems of the Caucasus Railroad Okrug is carried out without any basic coordination and without the offices exchanging information. Thus, in September the Krasnodar Kray "Zagotzerno" Office sent flour from the stations of Armavir, Gul'kevichi, Kavkazskaya, and Ust'-Labinskaya of the North Caucasus System to the Azerbaydzhan, Transcaucasus, and Ordzhonikidze systems, while at the same time the Stavropol' Kray and Azerbaydzhan Republic "Zagotzerno" Offices sent flour from the stations of Zelenchuk, Georgievsk, and Nezlobnaya to the systems of the Donets and Central railroad okrugs. From Baku flour is sent to the North Donets and South Donets systems, and the Rostov "Zagotzerno" office sent flour from the stations of Azov and Taganrog to Central Asia with transfer to water at Baku. Local mills are not being used to full capacity.

In regard to groats, in September the Krasnodar and Rostov "Zagotzerno" Offices sent groats from the stations of Rostov and Vyselki to the Ordzhonikidze System, and the Azerbaydzhan Office sent groats to the North Caucasus System.

This sort of planning has resulted so far in 1949 in 723,000 unnecessary ton-kilometers at a cost to the state of more than 400,000 rubles. The situation is known to the Ministries of Transportation and Agricultural Procurement because the shipments are carried out according to the schemes of the Central Department for Planning Shipments, on the basis of which the directives of the Ministry of Agricultural Procurement are established.

SOUTHEASTERN SYSTEM OPERATES POORLY -- Gudok, No 119, 5 Oct 49

The organization of train movement on the Southeastern Railroad System is not receiving the necessary attention. The system administration and the divisions make-up the day and shift plans formally without taking the actual situation into account. Intrasystem regulation is on a low level, and as a result trains are delivered in batches, causing delays in stations and failures in the locomotive turnaround schedule. Mass temporary delays connected with track work are frequent, and there is no control over the completion of these operations. Because of the unsatisfactory condition of the track in the station of Otrozha, the Staro-Rostovskiy and Novo-Rostovskiy yards are completely closed to trains. The railroad car service operates poorly, and the inspection points lack personnel and spare parts; in August 5,140 cars had to be uncoupled from trains because of defects.

Locomotive turnaround has worsened and now exceeds the established norm by 1.7 hours. Average daily distance traveled by locomotives has dropped 8.1 kilometers in comparison with July.

The Ministry of Transportation has directed the system to improve the organization of train movement.

UNLOADING DELAYS ON LITHUANIAN SYSTEM -- Sovetskaya Litva, No 195, 19 Aug 49

In 1949 the Lithuanian Railroad System has accelerated car turnaround time by 11.6 hours in comparison with 1948. Car turnaround could be accelerated even more if freight consignees did not hold up cars in unloading operations. During 3 months 200 cars were delayed 1,554 hours above the established norms on the sidings of the Vil'nyus Plywood Factory. Some cars were delayed 100 hours and more. Recently above-norm delay has been excessive at the "Krasnaya zvezda" Soap Combine, which does not have storage space for the arriving freight.

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MORE TROUBLE WITH GRAIN HAULING -- Gudok, No 116, 28 Sep 49

On the Slavgorod division of the Omsk Railroad System, deliveries of empty freight cars to haul the grain harvest are extremely unsatisfactory. During the first 10 days of September, deliveries of empty cars were 500 cars short of the requirements. As the deficit of freight cars increased, more and more grain had to be stored in the open. A directive from the head of the Omsk System in September ordered the heads of the traffic service to send cars to Slavgorod. However, the cars are not being delivered in sufficient quantities. There is little control over the condition of the cars delivered, some arriving without roofs and floors. At present there is a large supply of cars completely unfit for hauling grain.

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